

AVIATION: LANDING RIGHTS

Exchanges of aide memoire and notes at Rome March 1, April 10, and July 10 and 16, 1945

Entered into force July 16, 1945

Amended by agreement of September 4 and October 1, 1946¹

Superseded by agreement of February 6, 1948²

Department of State files

The American Embassy to the Ministry for Foreign Affairs

EMBASSY OF THE
UNITED STATES OF AMERICA

AIDE MEMOIRE

The Government of the United States of America wishes to be informed as to how landing and transit rights in Italy for United States airlines may be acquired at this time.

In connection with the foregoing, the Government of the United States has in mind an arrangement by which the Government of Italy would agree to grant landing rights and transit rights in Italy to the United States Government and under which one or more United States airlines could be designated by the United States Government to operate into and through Italy by routes which the United States Civil Aeronautics Board would propose. In such permission should be included the right of transit and non-traffic stop, and the right to discharge and pick up traffic in Italy at specified points. There should be imposed no limitation on the volume of traffic which American planes could carry out of or into Italy or on the frequency of international schedules. If airlines of the other United Nations were granted similar rights, the Government of the United States would expect that it be accorded most-favored-nation treatment in the premises.

ROME, *March 1, 1945.*

C.A.L.

¹ *Post*, p. 198.

² TIAS 1902, *post*, p. 289.

The Ministry for Foreign Affairs to the American Embassy

[TRANSLATION]

MINISTRY OF FOREIGN AFFAIRS

D.G.A.E.—Section I

No. 41/04933

AIDE MEMOIRE

We have carefully studied the aide memoire of March 1 last from the United States Embassy.

Italy is most interested in the resumption of air activities in its own territory, considering that of all the means of transportation that can contribute to economic development, air transport is the most direct and most economical.

The Air Ministry has already completed studies for the designation of three large air bases equipped to accommodate international airlines. The Ministry will be happy to grant landing rights at those bases to foreign air services and especially to those of the United States, under the conditions which will be prescribed in the air convention to be negotiated between the two countries.

ROME, April 10, 1945

The American Embassy to the Ministry for Foreign Affairs

No. 152

NOTE VERBALE

The Embassy of the United States of America presents its compliments to the Royal Ministry of Foreign Affairs and, with reference to the Embassy's Aide Memoire dated March 1, 1945 and the Royal Ministry's esteemed Memorandum of April 10, 1945 with respect to the matter of obtaining landing and transit rights in Italy for United States airlines, has the honor to communicate the following information received from the Department of State at Washington:

The Civil Aeronautics Board with the approval of the President of the United States announced on July 6 the issuance of certificates to three United States airlines to operate commercial services as described below:

Pan-American Airways, 1 route from U.S. via Newfoundland, Foynes, London, Brussels, Prague, Vienna, Budapest, Bucharest, Istanbul (with another route sector Vienna, Belgrade, Istanbul), Ankara, Beirut, Baghdad, Karachi (with another route sector Ankara, Tehran, Karachi) to Calcutta, another route from U.S. via Bermuda and Azores to Lisbon, with one sector proceeding to London, and another to Barcelona and Marseille.

American Export Airlines, 1 route from U.S. via Labrador, Greenland, Iceland, Norway, Stockholm, Helsinki, and Leningrad to Moscow, another route from U.S. via Newfoundland, Foynes, London, Amsterdam, Berlin and Warsaw to Moscow, also 1 connecting link from Iceland to London via Glasgow, and another from Amsterdam to Stockholm via Copenhagen.

Transcontinental and Western Air, 1 route from U.S. via Newfoundland, Foynes, Paris, Switzerland, Rome, Athens, Cairo, Palestine, Basra, Dhahran to Bombay. Another route from U.S. via Newfoundland, Lisbon, Madrid, Algiers, Tunis, Tripoli, Benghazi to Cairo. Also a connecting link from Madrid to Rome.

The foregoing route patterns are tentative and flexible in the sense that certificates cover countries and general areas and airlines above authorized may serve other points in their areas after further approval from the Board. In announcing these route decisions, the C.A.B. recognizes that establishment of these services is dependent on granting of appropriate permission by countries concerned. Inauguration of services also must await availability of 4-motored aircraft for commercial operation.

In conveying the foregoing information to the Royal Ministry, the Embassy is instructed to request that the Italian Government grant temporary rights to the United States Government for United States civil air services to perform transit and make non-traffic stops in Italian territory and the right to pick up and set down international traffic in cargo, mail and passengers at Rome.

The United States Government is desirous of expediting its aviation program and hence of obtaining from Italy the rights requested above as promptly as possible. As the Royal Ministry is aware, the question in general terms has already been discussed orally by the Embassy with appropriate Italian officials, and from the friendly understanding which they have manifested with respect to the matter, the Embassy feels confident, in connection with the definite request which has now been submitted by the State Department, that the Italian Government will be glad to grant the rights requested. It would be greatly appreciated if the Embassy could receive an early response on the subject for communication to Washington.

For the information of the Royal Ministry, the Department of State sets forth its view that the question of permanent rights or of more definite rights for the United States airlines and that of reciprocal rights for the Italian Government constitute subjects which cannot be discussed until peace treaty negotiations.

ROME, July 10, 1945.

The Ministry for Foreign Affairs to the American Embassy

[TRANSLATION]

D.G.A.E.—Uff. I°
No. 41/13025

NOTE VERBALE

The Royal Ministry of Foreign Affairs has the honor to acknowledge receipt of the Note Verbale No. 152, dated July 10, in which the Embassy of the United States of America, besides courteously supplying information with regard to the foreseen developments of the commercial airlines approved by the C.A.B., requests the temporary concession by the Royal Government of rights of transit and of non-commercial landing in Italian territory, and of rights to take on and set down cargo, post and passengers at Rome.

In this connection, the Royal Ministry of Foreign Affairs has the honor to inform the Embassy of the United States of America that the Royal Government is glad to accede to such request for temporary rights on Italian territory, metropolitan or non-metropolitan, i.e., until such time as it will be possible for it, as the above-mentioned Note Verbale indicates, to negotiate a normal convention in the matter.

In the meantime the Royal Government, also in the intention of aiding and encouraging the traffic which the C.A.B. has established, desires to have the possibility that to the bases chosen beforehand there may converge also the Italian internal air services so that these may direct their own traffic to the international lines and may be fed by them for the shunting of traffic to other Italian destinations.

ROME, July 16, 1945.